

Getting to the Source of Pollution (Energy use, climate change gas)

$$\text{Pollution} = \frac{\text{pollution}}{\text{VHT}} * \frac{\text{VHT}}{\text{VMT}} * \frac{\text{VMT}}{\text{vehicle}} * \frac{\text{vehicles}}{\text{population}} * \text{population}$$

f (land use, transit, income, auto ownership, density, roads parking, walkability, bike access, cab, Uber)

PARKING

1. Physical, land use, urban design
 - a. Parking lots
 - b. Parking garages
 - c. Underground garages
 - d. Street parking

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2. Traffic generation

- a. Parking must be adequate for accessibility to auto-dependent employees, customers
- b. Parking must be constrained to avoid overloading roadway capacity
- c. Zuppan and Pushkarev: too much parking kills
- d. Growth at margin may lower the ratio but increase the absolute number

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3. Parking freeze

- a. Politics of adoption
- b. Politics of ongoing implementation
- c. Unintended consequence of good intention
- d. Intended consequence of bad intention
- e. Parking as option value
- f. Parking pricing, Shoup vs CATO
- g. Residential parking
- h. Community attitudes and democracy. Parking constraint to allow TOD threatens to overwhelm on-street residential space.
- i. TOD threatens affordability.
- j. Traffic congestion argument as an excuse to kill density

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Bread, Cheese, and Wine

Spinach

Chicken and egg

Accessibility (for employers, for residents)

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